

**APPLICATION FOR DEPARTMENT OF THE ARMY PERMIT
FILE NUMBER 970000032
BERTHING PIER S8-S9, NAVAL SUBMARINE BASE
PEARL HARBOR, HAWAII**

1. **APPLICANT:** Commanding Officer, U.S. Navy, Naval Submarine Base, Pearl Harbor, Oahu, HI 96860-7550
2. **AGENT:** Pacific Division, Naval Facilities Engineering Command (PACNAVFACENGCOM), Environmental Division, Bldg. 258, Pearl Harbor, HI 96860-7300
3. **APPLICABLE STATUTORY AUTHORITIES:** Section 10 of the Rivers and Harbors Act (33 U.S.C. 403), and Section 404 of the Clean Water Act (33 U.S.C. 1344).
4. **LOCATION OF THE PROPOSED ACTIVITY:** Naval Submarine Base (SUBASE), Pearl Harbor, Hawaii
5. **PROJECT PURPOSE AND DESCRIPTION:**

The project purpose is to provide berthing for submarines.

The applicant proposes to demolish two existing piers (piers S4/S5 and S8/S9) and a small boat landing; to construct a berthing pier (S8/S9), a small boat landing and a confined disposal facility (CDF); to dredge and remove shoal areas located at the existing S4/S5 and S8/S9 piers; and to dispose the dredged material into the CDF. (See attached drawings.)

The proposed berthing pier will include an approach trestle, approximately 350 feet long by 32 feet wide, with a concrete deck supported by pre-cast concrete piles. The proposed pier beyond the approach trestle will be approximately 465 feet long and 84 feet wide and will consist of a concrete deck supported by pre-cast concrete piles. A small boat landing, approximately 98 feet long, eight feet wide will be constructed next to the trestle. The landing will be supported by piles.

The CDF will be built under the new berthing pier and will be approximately 465 feet long by 68 feet wide. The CDF will be constructed of pre-cast concrete sheet piles approximately 1.25 inches thick; joints will be sealed with a joint sealer with a 20-inch neoprene gasket placed on the outside of the CDF at the joints. The CDF will be completely submerged, approximately 10 feet below the surface of the water. The CDF is designed to hold approximately 23,400 cubic yards of dredged and capping material.

Prior to construction of the proposed pier and CDF, the existing S8/S9 berthing pier will be demolished. Upon completion of construction of the proposed pier and CDF, the surrounding area will be dredged to a depth of 35 feet below Mean Lower Low Water with a one foot over-dredge depth. The dredged material (approximately 10,000 cubic yards) will be placed into the CDF. Once the dredging operations at this site are complete, the new S8/S9 pier will be put into operation. The existing S4/S5 pier will then be demolished and the shoal at this location will be dredged. The dredged sediment from the S4/S5 area (approximately 10,000 cubic yards) will also be placed into the CDF. The dredged material will be capped with approximately five feet of clean sand and/or gravel material.

Dredging will be accomplished using an enclosed clamshell. The dredged material will be placed into a barge or scow, then placed into the CDF by the use of a conveyor, chute, and/or tremie system.

Biological test results of the proposed dredged material indicate that approximately 10,000 cubic yards of the material to be dredged is suitable for unconfined ocean disposal while 10,000 cubic yards is unsuitable. The CDF is being constructed to contain and isolate the material determined to be unsuitable for ocean disposal, but is sized to hold the suitable material also.

Dredging is expected to take approximately two months, approximately one month at each location. The construction period will total two and three quarter years.

6. IMPACTS OF PROPOSED ACTIVITIES IF AUTHORIZED:

The proposed project would alter physical conditions at the SUBASE, Pearl Harbor waterfront, since it would include demolition of two existing piers and replacement with a single larger pier. Approximately 0.725 acres (under the new pier) of harbor bottom would be replaced by dredged material. The area is currently heavily developed and highly industrialized; physical impacts will be minimal.

Containment of the dredged material unsuitable for ocean disposal is expected to improve the marine environment by isolating the material from physical and biological processes which may result in resuspension and migration of the material. Water quality monitoring will be conducted during the in-water construction period to ensure that isolation is effective.

Short term impacts include temporary increases in turbidity within the project site. Best management practices (e.g., the use of silt curtains) will be undertaken to control and minimize impacts. Resuspension of sediments is a normal phenomenon at SUBASE. Frequent ship traffic by deep draft vessels resuspends sediments in a way that is expected to be qualitatively similar to suspension that occurs during dredging. Other short term construction impacts include increases in air emissions and noise.

Although short-term changes in water quality are not expected to affect benthic composition in the vicinity of the project site, sessile and slow-moving organisms will be destroyed by the dredging and filling operations. No significant long-term adverse impacts are expected.

7. IMPACT ON HISTORIC PROPERTIES:

Naval Base Pearl Harbor is a National Historic Landmark and is listed on the National Register of Historic Places. The two piers proposed for demolition are considered to be Category 3 structures (defined as elements of the National Historic Landmark, but which only contribute in a minor way to Pearl Harbor's historic character). The applicant's agent completed a Section 106 consultation with the State Historic Preservation Officer (SHPO) for Piers S4/S5 and S8/S9 and the SHPO has concurred with the Navy's "no effect" determination, provided that photo-documentation of the two piers is conducted. SUBASE, Pearl Harbor will conduct the required photo-documentation before the demolition of the two piers.

This notice has been sent to the State Historic Preservation Officer and to the National Park Service. Any further comments they have on cultural and historic resources will be considered before a final decision is made on the permit.

8. IMPACT ON ENDANGERED SPECIES:

The proposed project is not anticipated to have any significant impact on flora or fauna. There are no threatened or endangered species in the project area. The project area is fully developed and does not provide habitat for any federally-listed species.

This notice has been sent to the U.S. Fish and Wildlife Service and the National Marine Fisheries Service. Any comments they have on endangered or threatened species, or their critical habitat, will be considered before a final decision is made on the permit.

9. OTHER GOVERNMENT AUTHORIZATIONS/CERTIFICATIONS:

Prior to the issuance of the Department of Army permit, the applicant is required to obtain a Section 401 Water Quality Certification, or waiver thereof, from the State Department of Health.

The Coastal Zone Management (CZM) Act states that lands subject solely to the discretion of the federal government, such as federally-owned or leased property, are excluded from the State's coastal zone; however, federal activities which directly affect the coastal zone are to be conducted in a manner consistent with the State's CZM program, to the maximum extent possible.

The State Coastal Zone Management Program Office determined that the project as originally proposed was consistent with the State's CZM program. However, modifications to the original project have been made (i.e., less dredging, no ocean disposal of dredged material and the construction of a CDF). The Navy sent a letter to the CZM Program Office advising them of the project modifications.

10. EVALUATION FACTORS: The decision whether to issue a permit will be based on an evaluation of the probable impacts, including cumulative impacts, of the proposed activity on the public interest. That decision will reflect the national concern for both protection and utilization of important resources. The benefit which reasonably may be expected to accrue from the proposal must be balanced against its reasonably foreseeable detriments. All factors which may be relevant to the proposal will be considered, including the cumulative effects thereof: among these are conservation, economics, aesthetics, general environmental concerns, wetlands, historic values, fish and wildlife values, flood hazards, floodplain values, land use, navigation, shoreline erosion and accretion, recreation, water supply and conservation, water quality, energy needs, safety, food and fiber production, mineral needs, considerations of property ownership and, in general, the needs and welfare of the people.

11. COMMENTS AND INQUIRIES: Interested parties may submit in writing any comments that they have on issuance of a permit for the proposed activity. Comments should be sent to the address on the letterhead no later than 30 days from the date of this notice and should refer to permit 960000032. Any comments received will be considered by the Corps in the decision to issue, modify, condition, or deny a permit for the proposed activity. Further information may be obtained from Kathleen A. Dadey, Environmental Engineer, Operations Division, Honolulu Engineer District, Building 230, Fort Shafter, Hawaii, 96858, telephone (808) 438-9258, extension 15.

12. REQUEST FOR PUBLIC HEARING: Any person may request, in writing, within 30 days from the date of this notice that a public hearing be held to consider issuance of a permit for the proposed project. Requests for public hearing must specifically state the reasons for holding a public hearing.

(Enclosures)